

Lands For Sale.

LOTS IN KING STREET TRACT, from \$1,400 to \$1,250 a lot, formerly known as G. N. Wilcox's premises.

TWENTY LOTS IN MANOA VALLEY, formerly Montano's Tract, \$2,500 a lot.

FOUR HUNDRED LOTS IN KAIULANI TRACT, from \$200 to \$250 a lot.

FIFTY LOTS IN KEKIO TRACT, opposite Makee Island \$600 a lot.

ONE HUNDRED LOTS IN KAPIOLANI TRACT, at \$500 a lot.

Etc., Etc.

For further particulars apply to

W. C. Achi & Company
REAL ESTATE BROKERS.
Campbell Block, Fort Street

Loo Joe Co.
Merchant Tailors
AND IMPORTERS
1111 Nuuanu Avenue
Opposite Goo Kim Near M. Chiy's
Next to Corner Hotel and Nuuanu

Suits Made to Order in the Latest Styles and a Good Fit Guaranteed
Latest patterns and styles in Tailors' Goods
Clothes Cleaned and Repaired

HAWAIIAN ENGINEERING AND CONSTRUCTION CO.

Rooms 508-510 Stangenwald Bldg.

ENGINEERS AND CONTRACTORS.

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Use Pacheco's Dandruff Killer
For lifeless, uneven and sickly hair. It keeps the scalp clean and free from dandruff.
Pacheco's Dandruff Killer. For sale by all Druggists and at the Union Barber Shop. Tel. Main 232.

YOSHINAGA

184 N. Hotel and
168 S. King St.
Bicycles Exchanged, Repaired, Bought and Sold. Prices Reasonable.

Tom Been's Planing Mill
CONTRACTOR AND BUILDER.

Carpenter work of all kinds. Large assortment of brackets and mouldings always on hand.
OIA Union Feed Co. warehouse.

C. O. YEE HOP & CO.
KAHIRINUI MEAT MARKET
And Grocery.

FRUITS AND VEGETABLES.
Beretania Street, corner Alakea.
Phone Blue 4511.

To Let OR Lease

The following desirable properties upon moderate terms:

1-3 brand new and modern cottages on Beretania street west of Pili street.

2-Cottage on South street near Queen street.

4-2 Cottages on Chamberlain street near Queen street.

5-Store in Orpheum block on Fort street.

6-Land of the area of one acre, situated on the corner of South and Halekaula streets, and suitable for storage purposes, or for a building site for warehouses or factory.

7-Building site at Kamoli Hill, fronting on proposed extension of Rapid Transit to Kaimuki, area one acre.

8-Three building lots on Kaahae avenue and opposite the Experimental Station at Makiki.

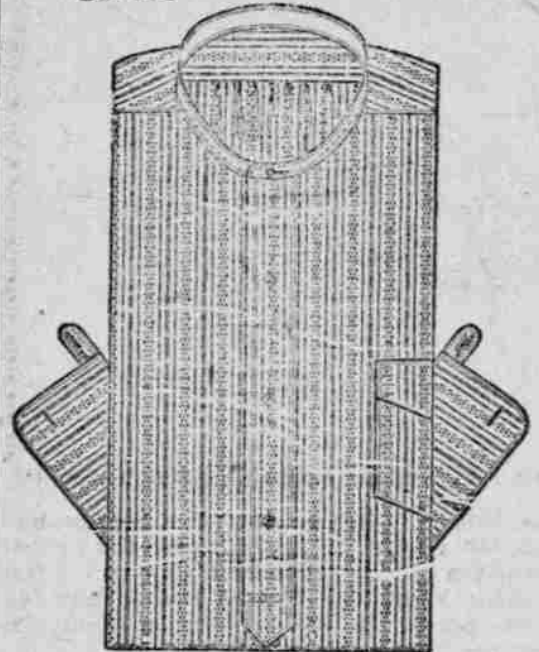
9-Taro land at Manoa and Pauoa.

10-Rice land at Aiea, Ewa.

Also other lands suitable for agricultural and other purposes in different parts of this island.

Apply to

Kapiolani Estate, Ltd.



The famous "Lion Brand" of shirts manufactured by the U. S. Shirt and Collar Co., are now being offered by

The von Hamm-Young Co., Ltd.
Queen Street

at prices that will surprise and please you.

For the Preparation
OF
COOLING DRINKS

Pineapple, Strawberry, Raspberry, Blackberry, Blood Orange, Orange, Phosphate, Vanilla, Lime, Orgeat, Raspberry Shrub, Lime Juice Cordial Grenadine, Lime Juice, Raspberry Vinegar, Champagne Cider, Grape Juice (Concord and Catawba), Carbonated Russet Cider, Carbonated Crab Apple Cider.

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FIRE!!

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Pacific Department. U. S. Branch.
TOM C. GRANT, General Agent, San Francisco

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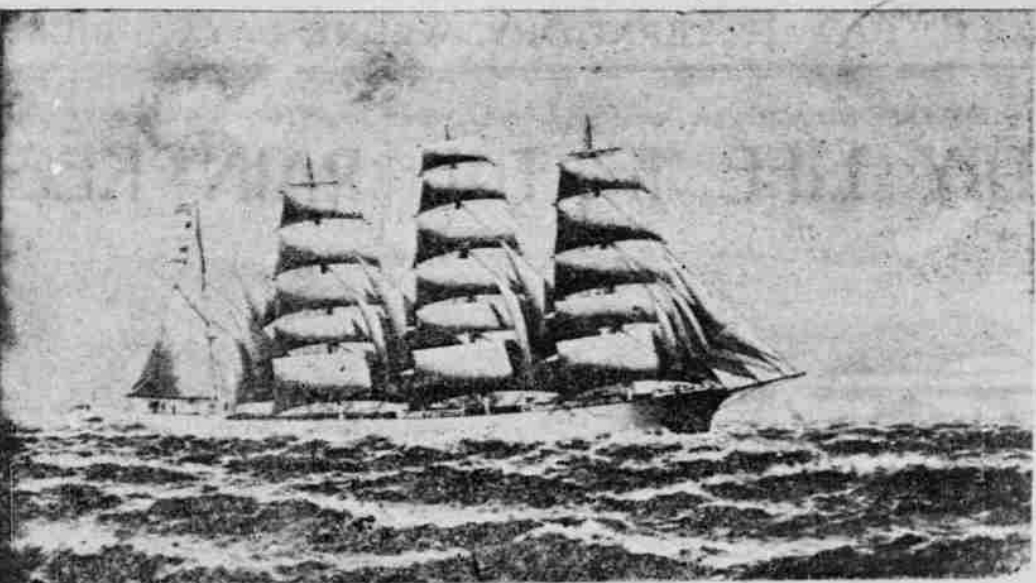
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MR. THOMAS PRIME
Will Lecture on
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Why We Do Not Remember Past Lives.

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At ARION HALL (Back of Opera House).
A cordial welcome extended to all.
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MARY D. HENDRICKS,
President, Aloha Branch, T. S.

WATERFRONT NEWS



The fine American ship Erskine M. Phelps, as she appears when under nearly full sail. Now at the Naval Wharf.

EVENTFUL TRIP FROM COLONIES

Sonoma Fireman Jumped Overboard and One Man Died on the Voyage.

The Oceanic liner Sonoma had an eventful passage from the Colonies to Honolulu.

When steaming out of Sydney harbor one of her firemen jumped overboard but was picked up by a tug-boat and taken back to Sydney. Mr. Tobin, one of the World's Entertainers, died on the trip from Sydney to Auckland. The Sonoma has three bodies on board, that of Tobin, and those of two other Americans who died in faraway Australia.

Purser Hodson reports that the plague has been practically stamped out of Sydney.

The Sonoma got in from the Colonies in the morning. She had a large passenger list to this port and on her departure at a late hour in the afternoon took a large number of passengers from Honolulu. The Territorial band played her off. A big crowd watched her departure and several amusing incidents occurred. A drunken man was helped up the gangplank and for an hour he stood on the forward deck shouting to friends on the wharf and displaying several bottles of whiskey which he humorously referred to as "ammunition." In banging these bottles around he broke one of them and tears dropped down his haggard face as he watched the liquor creating a miniature Niagara Falls as it trickled down the side of the steamer.

Mrs. Little and Miss Little, wife and daughter of the chief engineer of the Sonoma, were passengers to the Coast after a pleasant visit in Honolulu.

George Scott, well known along the waterfront in brokerage circles, went to the Coast for a vacation. When leaving he scattered a coin over the wharf and told his friends to "go and have one."

J. Cohen, manager of the Orpheum, and Mrs. Cohen are bound for the Coast where Mr. Cohen has numerous business affairs to attend to.

No one was permitted to visit the vessel during her stay in port.

Albatross Sailed for the Coast

The United States Fish Commission steamer Albatross left Honolulu for San Francisco during Tuesday forenoon. Dr. Jordan, head of the expedition, arrived from Pago Pago in the Sonoma and immediately after arrival met Dr. Gilbert, who reported to him the work done by the Albatross in Hawaiian waters during his absence. Dr. Jordan considered that the work had been fully completed and Captain Thomas was told that he could sail as soon as he pleased. He left for the coast immediately. The Albatross has had a long stay in Hawaiian waters, and the officers and men aboard of her were very anxious to return to the mainland. Her work for the Fish Commission in these waters has yielded very good results and she carries back a great deal of useful information and many cases and jars of specimens of sea life about the islands.

City of Peking's Delay.

Among the passengers on board the steamer Gaelic, which arrived from the Orient yesterday, was Captain J. T. Smith, commander of the steamship City of Peking, and his daughter. Captain Smith says it will be some four months before the City of Peking can again be placed on her run. She broke her thrust shaft when entering the narrows to the Inland Sea on her last trip from Hongkong to Kobe. At the time of the accident there was considerable confusion as the broken shaft pounded the hull of the vessel badly and nearly tore a hole in it. After drifting for three days the vessel was picked up and towed into Kobe, where she will lay up until a new shaft can be shipped out from San Francisco to her. Most of her passengers were transferred to the Gaelic.

Gaelic in From Orient.

The Pacific Mail steamship Gaelic arrived from Yokohama yesterday afternoon after a ten days' passage from Yokohama. She had only 45 Jap and 25 Chinese passengers for the port and her purser reports that Jap emigration to Honolulu is falling off. She had a goodly number of cabin passengers. On August 19, in latitude 34.58 north and 144.18 east, she met the steamer Nippon Maru. On August 17, in latitude 25.18 north and longitude 165.58 east, she met the steamer Cortic. She had 447 tons of cargo for this port. She left for the coast at 10 o'clock last evening.

BROKE RECORD AROUND THE HORN

The Magnificent Ship Erskine M. Phelps Made Voyage in Ninety-Seven Days.

The finest sailing ship in the world is now at the Navy wharf discharging nearly five thousand tons of coal for the Government. This is the American steel, four masted ship Erskine M. Phelps, Captain Graham, from Norfolk, and her skipper is today telling the story of how his magnificent vessel has broken the record from Atlantic coast ports to Honolulu. The Phelps made the trip to Honolulu in ninety-seven days, two days quicker than it has ever been made before by any sailing craft.

The Phelps is conceded to be the finest built and prettiest merchantman on the sea today and looks more like an enormous pleasure boat than a ship carrying such a dirty kind of cargo as coal. But there is another reason why one should be proud of this ship and that is because she is American built from keel to truck, jib boom to spanker boom, and with her great mass of snow white canvas, her white painted hull, and out before a stiff breeze she is a sight for the gods.

The Phelps is of great dimensions for a sailing ship. Her length over all is 330 feet, and her length on the deep load line 312 feet. Her breadth is forty-five feet two inches and her depth twenty-five feet six inches. Her gross tonnage is 3000 tons and she has a dead weight carrying of nearly five thousand tons. The masts average about two hundred feet in height above the keelson. They are thirty-two inches in diameter at the partners and twenty-six inches at the heel. Her lower yards are ninety-four feet long; lower top-sail, eighty-five feet six inches; upper topsail, seventy-eight feet; topgallant sixty-five feet; royal fifty-five feet; and skysail yards forty-six feet. The bowsprit is also of steel and is sixty-eight feet in length. The deck fittings are built on the same sumptuous scale but it is in the cabin that one's eyes rest on what might be termed luxuries for a merchant ship.

When one first enters the commodious after portion of the ship he is sure to make some sort of exclamation. The idea! Such magnificent quarters on a coal carrying vessel. They are for a prince to reside in and many a prince sails a yacht that is not as nicely fitted as this sailing ship. Captain Graham has his wife and little daughter aboard him a very happy life. The cabin is divided into many rooms and each is painted with white enamel while the floors are of highly polished hardwood. The captain takes great pride in his dining saloon and parlor. These two rooms are connected by a folding door. The parlor is luxuriously furnished. There is a piano, fancy and unusual chairs, odd pieces of bric-a-brac, fine rugs over the polished floor, and pictures of life upon the sea hanging about the walls. The dining saloon is furnished with an oak table and oak chairs and is spotlessly clean. The lockers contain an expensive dinner service. Big skylights make the cabin as bright as one would wish for. All the bed rooms are furnished in the same magnificent manner and the sitting room, sewing room, and other apartments of Mrs. Graham are as cozy as one could wish for. The bedrooms for the officers of the vessel are also finished in the same manner and life in the after part of the Phelps must be very pleasant.

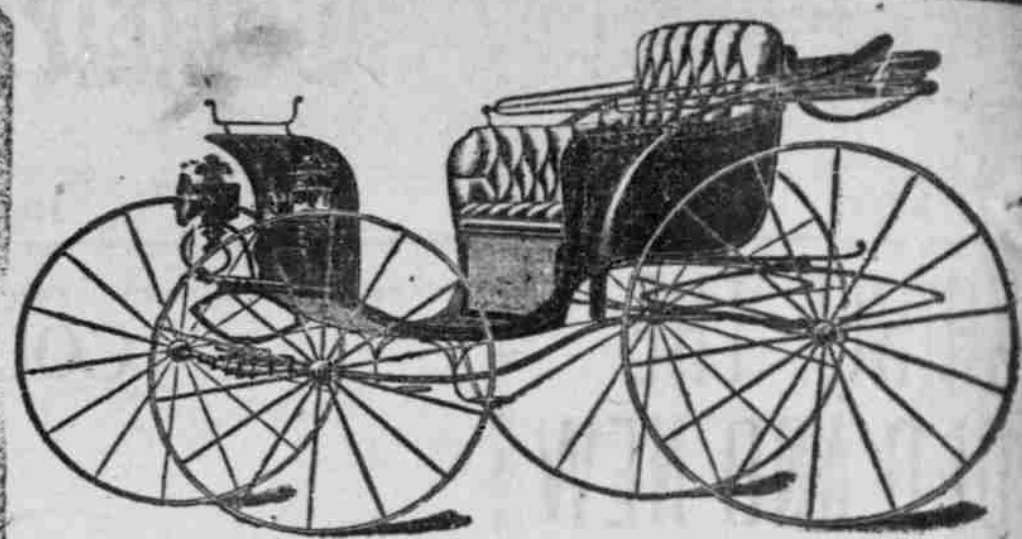
Captain and Mrs. Graham are well known in Honolulu and have a host of friends here. During the stay of the ship in port they will live ashore and their handsome apartments aboard the ship will be carefully sealed up so that no coal dust may get into them while the ship is discharging.

Captain Graham has a crew of twenty-six, mostly Americans. He says life aboard the ship would be very pleasant were it not for the fact that a good cook is very hard to obtain. If there is a good cook in Honolulu who is anxious to take a turn on the sea it is quite likely that the captain will discover him and take him away.

During the vessel's passage around the Horn she met with fine weather during the greater part of the time but of course suffered a few days of rough weather during which icy spray swept continuously over the vessel.

Chinese Crew for the Korea.

The Pacific Mail steamship Gaelic, which arrived from the Orient yesterday, carried a party of 192 Chinese, who are to constitute the Asiatic section of the crew of the new ocean greyhound Korea, which is expected to arrive here on her maiden trip on September 2. In many quarters it is doubted whether the vessel can reach port on that date. She will not receive her crew until the Gaelic arrives at the coast on August 27, and it will take a few days to fit the vessel out after her arrival. The Korea had been scheduled to sail from San Francisco on August 26.



ON THE FASHIONABLE BOULEVARDS, all classes of work mingle together, but the discerning eye readily distinguishes the O'Brien & Sons', San Francisco, and Babcock Co.'s New York vehicles, by that subtle air of fashionable elegance that is not mere outer ornamentation or novelty but is a happy combination of many details in harmonious relationship. It represents the experience gained by years of improvement.

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Write for prices—no trouble to show goods.

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